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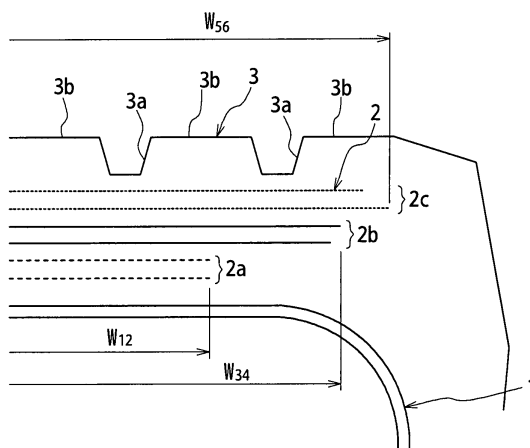
(54) **HEAVY DUTY PNEUMATIC RADIAL TIRE**

(57) There are provided a pneumatic radial tire of heavy load vehicles, in which durability of a belt is improved.

A pneumatic radial tire for heavy load vehicles comprises a pair of bead portions in each of which a bead core is embedded, a radial carcass ply 1 extending from one bead portion to the other bead portion and turned around the bead core from an inner side to an outer side of the bead core in a width direction of the tire and at least six belt layers 2 disposed on an outer side of this radial carcass ply 1 in a radial direction of the tire, wherein

the following relations are satisfied: $W_{56} > W_{34} > W_{12}$, where W_{12} is a maximum width of first and second belts 2a of the belt layers 2, W_{34} is a maximum width of third and forth belts 2b of the belt layers 2 and W_{56} is a maximum width of fifth and sixth belts 2c of the belt layers 2; and $1 > D_{12}/D_{34} > 0.6$, where D_{12} is a cord diameter of the first and second belts and D_{34} is a cord diameter of the third and forth belts. In addition, a steel cord of each belt layer has a double twist structure in which a plurality of steel filaments are twisted to form a cable and two to ten cables are further twisted.

FIG. 1



Description

TECHNICAL FIELD

5 [0001] The present invention relates to a pneumatic radial tire for heavy load, which is preferable to be mounted on a truck, a bus, a construction vehicle or the like, and particularly intends to improve durability of a belt.

RELATED ART

10 [0002] In general, a pneumatic radial tire for heavy load vehicles such as a truck, a bus, a construction vehicle or the like comprises main intersecting belt layers in which steel cords arranged in a comparatively large inclination angle with respect to the circumferential direction of the tire are embedded, two or more small-inclination belt layers disposed on the inner side of the main intersecting belt layers in which cords arranged in a small inclination angle with respect to the circumferential direction of the tire are embedded, and a protecting layer disposed on the outer side of the main intersecting layers and having a larger belt width than that of the main intersecting layers in which cords arranged in a large inclination angle with respect to the circumferential direction of the tire are embedded (for example, see JP2002362109).

15 [0003] In such a conventional belt, cords are arranged in mutually opposite directions with respect to the circumferential direction of the tire between adjacent layers in order to assure stiffness in the circumferential and width directions of the tire. More specifically, the main intersecting belt layers assure stiffness (lateral stiffness, in-plan bending stiffness and the like) against deformation along the plane of the belt, the small-inclination belt layers bears the tension of the tread in the circumferential direction to restrain radial expansion of the tread and to restrain change of crown shape during running, and the protecting layer avoids a break and damage of each layers due to a projecting input from a road surface.

20 [0004] Recently, as a vehicle shows a higher accuracy, increasing durability of a tire under higher speed and higher load condition has been demanded. In particular, since a vehicle used in a mine or the like runs a bad road with a high load, further improvement of heat durability, cut resistance to a wound and the like is demanded. However, such further improvement by means of conventional techniques almost reaches a limit due to an increase of a tire size with an increase of a vehicle size.

25 [0005] A tire for mine vehicles applicable to upsized vehicles in which at least six belt layers respectively serving a function of a hoop effect, a stiffness effect, a cut protection effect and the like, disposed on a crown portion of a carcass forming a frame of the tire is known (for example, see JP2005104437). However, a higher level of durability, particularly cut penetration resistance has been demanded from the market.

DISCLOSURE OF THE INVENTION

35 [0006] The object of the present invention is to solve the above-mentioned conventional problems and to provide a pneumatic radial tire for heavy load vehicles intending to further improve durability of a belt.

40 [0007] A pneumatic radial tire for heavy load vehicles according to the present invention comprises a pair of bead portions in each of which a bead core is embedded, a radial carcass ply extending from one bead portion to the other bead portion and turned around the bead core from an inner side to an outer side of the bead core in a width direction of the tire and at least six belt layers disposed on an outer side of this radial carcass ply in a radial direction of the tire, wherein the following relations are satisfied:

45 $W_{56} > W_{34} > W_{12}$, where W_{12} is a maximum width of first and second belts of the belt layers, W_{34} is a maximum width of third and forth belts of the belt layers and W_{56} is a maximum width of fifth and sixth belts of the belt layers; and $1 > D_{12}/D_{34} > 0.6$, where D_{12} is a cord diameter of the first and second belts and D_{34} is a cord diameter of the third and forth belts, and a steel cord of each belt layer has a double twist structure in which a plurality of steel filaments are twisted to form a cable and two to ten cables are further twisted.

50 [0008] In the pneumatic radial tire for heavy load vehicles according to claim 1, it is preferable that a cord of the first and second belts has an arrangement angle θ_2 of not more than 10 degrees with respect to a circumferential direction of the tire, a sheath strand of the cord of the first and second belts has a twist angle θ_1 with respect to an axis center of the cord having a range of $3 \text{ degrees} \leq \theta_1 \leq 13 \text{ degrees}$ and the relation of $2.0 > \theta_2/\theta_1 > 0.4$ is satisfied.

55 [0009] In the pneumatic radial tire for heavy load vehicles, it is preferable that the steel filament has a diameter of 0.15 mm to 0.40 mm.

[0010] A sufficient hoop effect, a stiffness effect and a cut protection effect can be achieved by setting each of the maximum width of the first and second belts, the third and forth belts and the fifth and sixth belts of the belt layers so as

to satisfy the relation of $W_{56} > W_{34} > W_{12}$.

[0011] In addition, sufficient cut penetration resistance can be assured without degrading heat durability by setting the ratio of the cord diameter D_{12} of the first and second belts to the cord diameter D_{34} of the third and forth belts in a range of $1 > D_{12}/D_{34} > 0.6$.

[0012] Even if the belt is cut to have a constant width in such a manner that the cords are inclined to the cut surface, the cord section does not spread in the cut surface so as to assure separation resistance in the belt edges inside the tire by setting the cord of the first and second belts to have an arrangement angle θ_2 of not more than 10 degrees, preferably within a range of 2 degrees and 8 degrees with respect to the circumferential direction of the tire, by setting the sheath strand of the cord of the first and second belts to have a twist angle θ_1 with respect to an axis center of the cord having a range of 3 degrees $\leq \theta_1 \leq 13$ degrees, preferably a range of 5 degrees $\leq \theta_1 \leq 10$ degrees, and by satisfying the relation of $2.0 > \theta_2/\theta_1 > 0.4$.

BRIEF DESCRIPTION OF THE DRAWINGS

[0013]

Fig. 1 is a view showing a cross-section of only a half side of a tire according to an embodiment of a pneumatic radial tire of the present invention.

Fig. 2 is a view showing an appearance of an essential part of a steel cord.

Fig. 3 is a view schematically showing a cord arrangement of a belt.

DESCRIPTION OF REFERENCE NUMERALS

[0014]

- 1 radial carcass ply
- 2 belt layer
- 2a first and second belts
- 2b third and forth belts
- 2c fifth and sixth belts
- 3 tread rubber layer

BEST MODE FOR CARRYING OUT THE INVENTION

[0015] Hereinafter, the present invention will be described more specifically with reference to the drawings.

Fig. 1 is a view showing a cross-section (in the width direction of a tire) of only a half (right) side of a pneumatic radial tire for a heavy load vehicle, which is preferable to be mounted on a construction vehicle or the like.

[0016] The reference numeral 1 in Fig. 1 denotes a radial carcass ply forming a frame of a tire. This radial carcass ply 1 extends from one bead portion (not shown) to the other and is turned around the bead core from an inner side to an outer side of the bead core to be anchored.

[0017] The reference numeral 2 denotes belt layers disposed on the outer side of the radial carcass ply 1. These belt layers 2 consist of first and second belts 2a, which are disposed adjacent to the carcass ply 1, third and forth belts 2b, which are disposed on the first and second belts 2a and fifth and sixth belts 2c, which are disposed on the third and forth belts 2b. The relation of $W_{56} > W_{34} > W_{12}$ is satisfied, where W_{12} is a maximum width of the first and second belts 2a, W_{34} is a maximum width of the third and forth belts 2b and W_{56} is a maximum width of the fifth and sixth belts 2c as well as the relation of $1 > D_{12}/D_{34} > 0.6$ is satisfied, where D_{12} is a cord diameter of the first and second belts 2a and D_{34} is a cord diameter of the third and forth belts 2b.

[0018] As shown in Fig. 2, a steel cord C comprised of each of the belts 2a, 2b, 2c preferably has a double twist structure in which a plurality of steel filaments are twisted to form a cable k and two to ten cables k are further twisted. The steel filament comprised of the cord C preferably has a diameter of 0.15 mm to 0.40 mm, more preferably 0.20 mm to 0.34 mm.

[0019] The reference numeral 3 denotes a tread rubber layer. There are provided in the tread rubber layer 3 a plurality of groove portions 3a, which define land portions 3b.

[0020] The pneumatic radial tire having the above-mentioned configuration can maintain separation performance in the edges of the belt, a hoop effect and a stiffness effect without degrading heat durability and improve cut penetration resistance and thus significantly improve durability of the belt.

[0021] In the present invention, as shown in Fig. 3, a cord of the first and second belts 2a preferably has an arrangement angle θ_2 of not more than 10 degrees, more preferably within a range of 2 degrees and 8 degrees with respect to the

circumferential direction of the tire. In addition, as shown in Fig. 2, a sheath strand of the cord of the first and second belts 2a preferably has a twist angle θ_1 with respect to an axis center L of the cord having a range of 3 degrees $\leq \theta_1 \leq 13$ degrees, more preferably a range of 5 degrees $\leq \theta_1 \leq 10$ degrees, and the relation of $2.0 > \theta_2/\theta_1 > 0.4$ is preferably satisfied. As a result, it is possible to keep original stiffness of steel cords and assure a hoop effect. When the belt is cut, the cord section does not spread so as to assure separation resistance within the tire by setting $2.0 > \theta_2/\theta_1 > 0.4$.

[0022] In order to assure strength and fatigue resistance, the diameter of the steel filament is preferably 0.15 mm to 0.40 mm, more preferably 0.20 mm to 0.34 mm.

EXAMPLE

[0023] Pneumatic radial tires (for mine vehicles, having the same structure except for a maximum width of a belt and a cord diameter of first and second belts as well as third and forth belts) having a size of 53/80R63 are produced, each of which comprises belt layers having different maximum widths. The tire is mounted on a regular rim (filling air pressure: 600kPa). Then, a running experiment is performed using each tire under the following condition to examine heat condition in the belt edges and cut penetration. The results are shown in Table 1.

[0024] In Table 1, the width of the belt layers is shown in an index value with the width of the fifth and sixth belts being defined as 100 and the cord diameter of the belt layers is shown in an index value with the cord diameter of the third and forth belts being defined as 100.

[0025] The heat condition in the belt edges is obtained by measuring the temperature in the edges of the second belt in the width direction of the tire and shown in an index value with the temperature of the reference tire being defined as 100 (the closer value to 100 means the better results). The cut penetration is estimated from a penetration examination with a model tire and shown in an index value with the reference tire being defined as 100 (the closer value to 100 means the better results).

Condition:

[0026] A tire of 53/80R63 is mounted on a rim of 36.00/5.0 with a load of 124.8 t and it runs in the speed of 10 km/h. The temperature of the edges of the second belt 2B is measured after 1 h after the run.

[0027]

[Table 1]

		Reference tire	Example tire 1	Example tire 2	Example tire 3	Comparative Example tire 1	Comparative Example tire 2
Maximum width of belt layer	first and second belts	50	50	80	80	50	80
	third and forth belts	90	90	90	90	90	90
	fifth and sixth belts	100	100	100	100	100	100
Cord diameter of belt	first and second belts	50	70	70	85	100	100
	third and forth belts	100	100	100	100	100	100
Heat condition		100	102	101	103	108	106
Cut penetration		100	115	115	140	155	155

[0028] As is apparent from Table 1, it is confirmed that Example tires 1 - 3 show smaller temperature increase due to heat generation than that of Comparative Example tires 1, 2 and show better results of cut penetration.

[0029] It is possible to provide a pneumatic radial tire for heavy load vehicles having small heat generation in the edges of the belt in the width direction of the tire as well as improving cut penetration.

Claims

1. A pneumatic radial tire for heavy load vehicles comprising a pair of bead portions in each of which a bead core is embedded, a radial carcass ply extending from one bead portion to the other bead portion and turned around the bead core from an inner side to an outer side of the bead core in a width direction of the tire and at least six belt layers disposed on an outer side of this radial carcass ply in a radial direction of the tire, wherein the following relations are satisfied:

$W_{56} > W_{34} > W_{12}$, where W_{12} is a maximum width of first and second belts of the belt layers, W_{34} is a maximum width of third and forth belts of the belt layers and W_{56} is a maximum width of fifth and sixth belts of the belt layers; and

$1 > D_{12}/D_{34} > 0.6$, where D_{12} is a cord diameter of the first and second belts and D_{34} is a cord diameter of the third and forth belts, and

a steel cord of each belt layer has a double twist structure in which a plurality of steel filaments are twisted to form a cable and two to ten cables are further twisted.

2. The pneumatic radial tire for heavy load vehicles according to claim 1, wherein a cord of the first and second belts has an arrangement angle θ_2 of not more than 10 degrees with respect to a circumferential direction of the tire, a sheath strand of the cord of the first and second belts has a twist angle θ_1 with respect to an axis center of the cord having a range of $3 \text{ degrees} \leq \theta_1 \leq 13 \text{ degrees}$ and the following relation is satisfied:

$$2.0 > \theta_2/\theta_1 > 0.4.$$

3. The pneumatic radial tire for heavy load vehicles according to claim 1, wherein the steel filament has a diameter of 0.15 mm to 0.40 mm.

FIG. 1

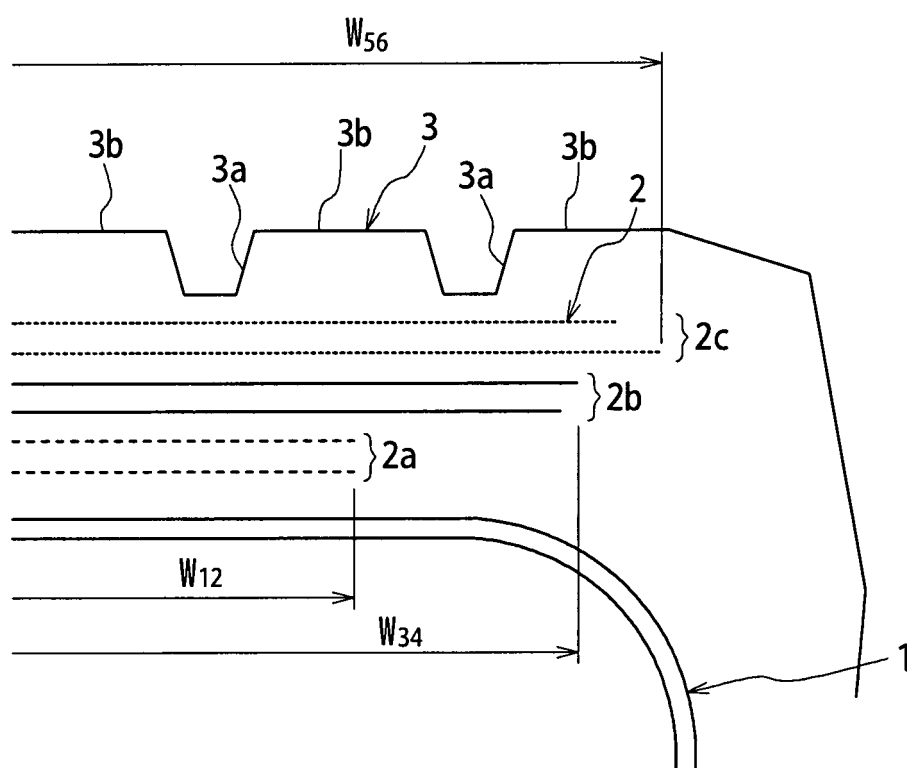


FIG. 2

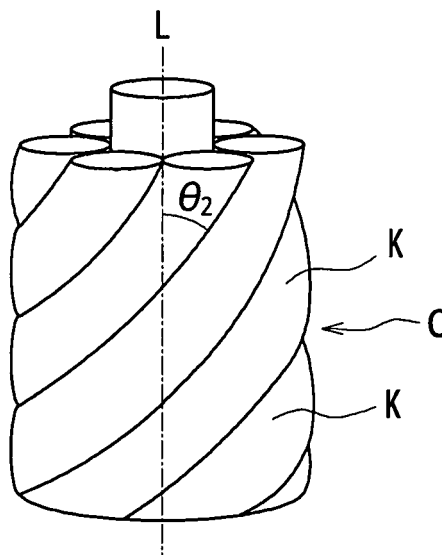
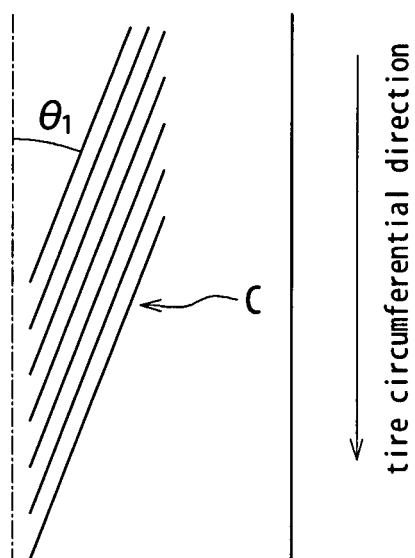


FIG. 3



INTERNATIONAL SEARCH REPORT

International application No.

PCT/JP2007/063029

A. CLASSIFICATION OF SUBJECT MATTER

B60C9/18(2006.01) i, B60C9/00(2006.01) i, B60C9/20(2006.01) i

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

B60C9/18, B60C9/00, B60C9/20

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Jitsuyo Shinan Koho 1922-1996 Jitsuyo Shinan Toroku Koho 1996-2007

Kokai Jitsuyo Shinan Koho 1971-2007 Toroku Jitsuyo Shinan Koho 1994-2007

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	JP 2005-104437 A (Bridgestone Corp.), 21 April, 2005 (21.04.05), Claim 1; Par. Nos. [0001], [0017]; Figs. 1, 2 (Family: none)	1, 3
Y	JP 11-170809 A (Bridgestone Corp.), 29 June, 1999 (29.06.99), Claim 1; Par. No. [0019]; Fig. 1 (Family: none)	1, 3
Y	JP 2000-154483 A (Bridgestone Corp.), 06 June, 2000 (06.06.00), Claims; Par. Nos. [0005], [0019]; table 1; Figs. 1, 2 & EP 1001074 B1	1, 3

☒ Further documents are listed in the continuation of Box C.☐ See patent family annex.

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Date of the actual completion of the international search
30 August, 2007 (30.08.07)Date of mailing of the international search report
11 September, 2007 (11.09.07)Name and mailing address of the ISA/
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INTERNATIONAL SEARCH REPORT

International application No.

PCT/JP2007/063029

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
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A	JP 9-13289 A (Tokyo Rope Mfg. Co., Ltd.), 14 January, 1997 (14.01.97), Claims; Par. No. [0004] & US 5661966 A & US 5722226 A	1-3

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REFERENCES CITED IN THE DESCRIPTION

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Patent documents cited in the description

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- JP 2005104437 B [0005]